

SENATE BILL REPORT

SB 5210

As of February 7, 2007

Title: An act relating to transportation concurrency under the growth management act.

Brief Description: Addressing transportation concurrency under the growth management act.

Sponsors: Senators Kastama, Kauffman, Berkey, Haugen, Murray, Marr, Pflug and Rasmussen.

Brief History:

Committee Activity: Transportation: 2/06/07.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Kelly Simpson (786-7403)

Background: The Growth Management Act (GMA) requires most local jurisdictions to prohibit approval of new development if it causes the level of service on locally-owned transportation facilities to fall below locally-adopted congestion standards, unless transportation improvements or strategies to accommodate the impacts are made concurrent with the development. "Concurrent with the development" means improvements or strategies occurring at the time of development or in the form of a financial commitment to complete them within six years. However, except in certain island counties, this "concurrency" provision of the GMA does not apply to development activity impacting transportation facilities and services of statewide significance.

Summary of Bill: Jurisdictions that plan under the GMA must prohibit approval of new development if it causes the level of service on state-owned transportation facilities to fall below congestion standards adopted by the state or by a regional transportation planning organization, unless transportation improvements or strategies to accommodate the impacts are made concurrent with the development.

Appropriation: None.

Fiscal Note: Not requested.

Committee/Commission/Task Force Created: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: CON: There currently exists a housing crisis in Washington State, and this bill would further exacerbate the problem by depleting the availability of land. The bill frustrates attempts to obtain adequate concurrency standards

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

while maintaining a sound economy. It would handcuff local governments. The bill harms development, both commercial and residential, and denies local governments the opportunity to work with development to address concurrency issues. The state currently is not using many of the tools available for it to address development impacts on state facilities. The bill has implementation problems.

Persons Testifying: CON: Bill Riley, Realtors; Sandy Machin, Chris McCabe, Association of Washington Business; Andrew Cook, Building Industry Association of Washington; Brian Smith, Washington State Department of Transportation; Leonard Bauer, Department of Community Trade & Economic Development.